No attempt was made to bury the dead at the cemetery. A last effort to identify them will be made in the morning. As-Watant General Manager Miller, who arrived at Pine City at an early hour yesent as indefatigable, brought a carload of lumber and a force of carpenters, who went to work knocking together rough boxes, which will be used, so far as possible at the cemetery.

A party of Hinckley people consisting of M. L. Elsemore, of the Brennan Lumber Company, Prof. Collins, of the Hinckley schools, and others, was fishing at Grindstone lake. They were out in a skiff, but were warned of the approach of the fire by the noise, which was like that of a getting together a party of about eighteen by the lake. The fire struck the the way in which the fire progressed. At the other end of the lake was a lumber camp, where the men had a batteau. Between twenty and thirty set-

the bodies found along the Duluth track wer four watches, all of which stopped at 4:30, indicating the time when death overtook their possessors. The were four watches, all of which was sniffing about the bodies, having apparently come through the fire uninjured. the unidentified bodies, that of a graved "W. B. G. to C. L. M." Ezra Ricketson, of Minneapolis, who lives in A. Ricketson, of Hinckley. He was about seventy years old, and when the fire came his son put him in a wagon and told the man perished. The son, with his aged mother, his wife and two children, found a

In the woods north of town was found a team of magnificent gray horses harnessed the wagon the bodies of a woman and three children, but the horses were not harmed in the least, and were brought

The body of Jim Bean, the Brennan Lumber Company foreman, was found in the swamp under a wagon. The wagon had struck a stump and the team had broken away. There were only a few fragments of Bean's body unburned, but he was identified by some keys. Bean was one of the best-known lumbermen of western Wisconsin, where he was employed for many years before coming to Hinckley four years ago.

Manager H. A. Tuttle, of the North American Telegraph Company, put in two instruments in the Pine City office, and the two operators were kept very busy with the press reports. The enterprise and forethought of Mr. Tuttle was appreciated. Pokegama Lake, six miles west of Hinckley, on the St. Cloud branch, was wiped as clean as the other towns. It is said about

twenty lives were lost at that point.

Engineer Root, of the Duluth limited, is the hero of heroes of this terrible calamity. He stuck to his engine when the cab was all on fire about him and ran his train, with its precious freight of three hundred souls, back to the safe waters of Skunk take. Hinckley people say that Root shall wear diamonds as long as they live. Fortunately he escaped with comparatively slight injuries. Poor Sullivan, the conductor of the train, has temporarily lost his reason and was taken back to Duluth. He rendered noble service in disembarking the passengers, throwing one little girl through the car window. This was the last impression left on his disordered brain, and as he lies in a lethargy he rouses at intervals to say: "I threw the little girl through the window. Did I do right? Does any one blame me?" and then relapses into unconsciousness. It is expected that he will recover in a few days.

There is little probability of Hinckley ever being rebuilt to its former prosperous proportions. The Brennan Lumber Company is not expected to rebuild its plant. Work had been crowded this season in the hope of clearing up all its timber and another season would have been the last. The company has but about twelve million feet of timber remaining, which is so located that it can be sawed to better advantage at other points than by rebuilding here at a probable cost of from \$50,-000 to \$75,000. The timber in the vicinity is well cut and burned off and there is no chance of any other company coming in. Without an enterprise of this kind there is no future for Hinckley except as a junction point. The total loss of life will never be definitely known. There were scattered through the woods settlers' clearings and lumber camps, with their watchmen, and many people were undoubtedly burned whose bodies were completely destroyed and will never be found. The city was located about half way between St. Paul and Duluth and had a population of eight hundred to one thousand.

DEEDS OF HEROISM.

An Engineer Saves His Passengers,

but Loses His Train. ST. PAUL, Sept. 2 .- On the train which arrived from Hinckley to-day were one or two people who came through the fires and they have graphic stories of the scene. The train from Duluth reached a point a mile and a half north of Hinckley some time after midnight and was forced to return to a point five miles away on account of threatening flames. Half a dozen of the passengers, however, secured a hand car and rode through the flames to Hinckley, taking the north-bound train this side of there and returning on it to this city. On their ride on the hand-car they counted twenty-seven dead bodies along the line of the railroad. They say that the people of Hinckley ran to the woods when their houses caught fire, and as the timber afterwards burned, it is more than probable that great numbers perished. The most conservative estimate of the dead is two hundred. The whole country around Hinckley is on fire, and the full extent of the disaster cannot be learned for a day

It is feared that several other towns have suffered a like fate. Milaca called for help yesterday afternoon, and the relief train from St. Cloud was unable to get beyond Bridgeman. Nothing further has yet been received from Milaca. Bridgeman was apparently safe after a hard fight. The flames, however, were very threatening around that town, and as it is very dry all over that part of the State the worst is The schoolhouse, church and hotel, be-

The party that came through the fires around Hinckley on the hand car suffered severely from burns. Their injuries, however, will not prove fatal. They tell many sad stories of what they saw. One woman had evidently tried to save her five children, and was overtaken by the fire and the whole family perished close to the railroad track. Another case was where a mother, seeing her house in flames, ran in to save her child. The husband followed her, and the walls of the house fell in before they could get out. It was so dark during the day yesterday that it was aimost impossible for anyone to see one hundred feet away, and during the night the headlight on the engine was useless. Engineer Root's injuries are quite serious, but it is hoped that he will recover, although one report gives no hope.

little distance north of Hinckley, is also reported in ashes. Special trains were sent out both from Duluth and St. Paul to-day, with full medical force, and all that is possible to be done will be done.

A private dispatch received this evening from the burned district states positively that 250 dead bodies have already been recovered, so that the estimate made above may be considered as decidedly conservative. The losses in the neighborhood of St. Cloud, which is on the western edge of the fires, are estimated at \$200,000, and from that point east and north nearly everything is burning. Fires are raging in Becker and Atken counties, where many farmhouses and much grain has been lost, as well as the timber.

HEROISM OF A TRAIN'S CREW. From the stories of passengers on the limited train, which was burned near Hirckley, the entire train crew deserve to heroism. Engineer James Root, of White Bear, heads the list, and will have a thrilling story to tell if he recovers from his injuries. He was badly burned and almost immediately on getting through the fires. Fireman John McGowan was a good companion for him in the cab, and the other members of the crew-conductor Jerry Sul-John Morris and porter Ballr-were fit associates for the hero who led them into what was literally a flery furnace. When about two miles north of Hinckley engineer Root first discovered that the fires which had been raging on both sides of the track were racing him for his life and the lives of his passengers. Cinders were flying in every direction, and the smoke was so dense it was well nigh impossible to see beyond the cab windows, even with the aid of the powerful headlight. At first he thought to outrun the flames, which were coming after and bearing down upon him at a sixty-mile gait. When about a mile and a half from Hinckley he discovered that the fire was too fast for him, it, so that the train was literally surroundthe heat so intense that the clothing of the cabmen was ignited. McGowan leaped into own clothes, and then, seizing a bucket, dashed water over the burning engineer. scarcely able to sit upright.

In the meantime the passengers could see nothing, but could hear the roaring of the oncoming tornado of fire, and soon the glare outside was too much for the reason of a number of them. The rear car caught fire, and as the flames overtook it and the passengers rushed headlong into the forward cars conductor Sullivan, with his plucky associates, walked up and down the aisle, doing their best to soothe the frightened passengers. The shrieks of the women and children as well as the terrified shouts of the men increased the panic aroused by the uproar of the flames on every hand. The windows broke from the heat, and several of the men passengers. too terrified for further self-control, with terrible cries leaped headlong through the of the open windows and were swallowed up in the flames outside. Others seeing this act quickly followed, and altogether in the next ten minutes a dozen men leaped to death in the flames in a like manner. The women, whose terror had been pitiful a few minutes before, now came heroically to the help of the trainmen in endeavoring to soothe the frightened children.

Engineer Root saw that there was no outlet for his train and concluded to turn back through the district already burned over, rather than encounter possibly greater perils. He backed at a fast speed to Skunk lake, seven miles north of Hinckley, and the passengers deserted the burning train at that place, seeking refuge in a swamp, where they spent the night. This morning a relief train from the north brought them through Hinckley and on to this city. The relief train carried a supply of hand cars, which were used in picking up the bodies of the dead along the track. One hundred bodies were picked up and brought into Hinckley before the relief train came on to this city with the injured passengers and trainmen.

Hinckley was a mass of ruins, nothing being left standing except the walls of the roundhouse. So fast did the flames come that the people had no chance to save themselves. They fled on horseback and on foot, but were quickly overtaken and very few seem to have escaped. One party of about forty or fifty people sought safety in a shallow pool of water in a gravel pit. The flames swooped down upon them from every side, and they, in their endeavors to escape from the flames, were drowned in the pool, many of them throwing themselves into the water, evidently preferring death by drowning to being

ENGINEER ROOT'S STORY. The story told by the wounded engineer differs slightly from that already given. Engineer Root lies at his home at White Bear, too badly injured to be interviewed. His physician, however, gave the following story, told by Root to him: "We could have run through Hinckley without trouble, but as we approached the village there were a great many people along the track, who had crossed the river to get away from the fire. I stopped the train and took on as many as could get on board. By this time the flames were nearly upon us, and I started back at full speed. The fire came at a terrific rate. leaping along both sides of the track and rapidly gaing upon us until we were running in a sea of flames. I ran back about six miles till I came to a swamp, and the passengers scrambled out and buried themselves into the mud and water. The cars were all thoroughly ablaze by this time, and it was but a short time before they were all in ruins, even the tender of the engine being consumed."

Engineer Root was badly cut by broken glass, but his worst injuries were from inhaling the hot air and smoke. The physicians hope that his internal injuries may not prove fatal.

The scenes reported by employes of the railroad work trains are frightful. One crew of men reported that they saw the flames sweeping down on a house close to the track. The place was enveloped in flames before the people could escape. The men were powerless to render any assistance, although they were so close that they could hear the screams of the people burning to death.

SCENES AT PINE CITY.

The Town Turned Into a Hospital for

Sufferers from Hinckley. PINE CITY, Minn., Sept. 2.-Pine City has turned the skating rink and courthouse, as well as many private houses, into hospitals, where fifty sufferers are receiving medical attendance and careful nursing. The Town Hall is used as an cating house, where all the homeless men, women and children are substantially fed. sides some stores, are used to shelter them by night. Whichever way the eye turns heartrending scenes are witnessed. The hospitals and streets are thronged with people seeking their missing loved ones.

As soon as each train comes in from the north there is a frenzied rush of pallid inquirers, some of whom are doomed to disappointment forever. Fathers seek wives and children, sisters their brothers, youths their mothers, and occasionally are made to rejoice by finding them. Few families are complete, and the torture of anxiety and despair is driving some people out of their senses. A man going insane, a patient groaning life away, a woman giving premature birth, a heap of cinders representing a human form-these are a few incidents of the great forest fire of 1894.

No trains are running west of Hinckley, and it is impossible to get accurate infor-

The little town of Mission Creek, some | mation. Carlton, Rutledge and other towns in the north are reported burned to the ground. The Eastern Minnesota roadbed is burned and the Omaha has fared little better. The Eastern Minnesota train from Hinckley for St. Paul, at 4 o'clock, the limited, on Sunday took about five hundred people to Duluth, all of whom are reported unharmed. This train got over the bridges a few minutes before they were

At Pine Town, three miles east of Pine City, south of the Snake river and west of the St. Croix, a fearful fire is blazing and sweeping everything before it. In the afternoon this fire was at least twelve miles square, but as the wind has gone down considerably it is hoped its course will be checked. There are fires north of Snake river, also in a heavy timber section, which is sparsely settled.

As for loss of property, it is impossible to make even an approximation, but it certainly runs into the millions, two or three millions of dollars' worth of property between Hinckley and Duluth having been reduced to ashes and cinders. The clean-out has been so complete that many people have no ambition left to rebuild new homes on top of their ruins. Most of them will scatter to all parts of the country to find their friends as soon as they

AT MISSION CREEK.

The People Take Secure Refuge in a Log House.

PINE CITY, Minn., Sept. 2-The little settlement at Mission Creek, peopled largely by the employes of the Old John Martin mill, new owned by Boyle & Laird, was wiped off the face of the earth almost as completely as Hinckley, its larger neighbor, a half dozen miles up the road. There was, besides the mill, valued at perhaps \$15,600, about a dozen houses and the company store. The mill had been sold to Mr. Wisdom, of Rush City, who was dismantling it preparatory to shipping it to Arkansas. Much of the machinery had been taken out and was about to be loaded on a train of four flat cars which stood on the side track. There was, perhaps, half a million feet of sawed lumber in the yard. The total population of the place was between forty and fifty. Over on the west side of the track, fortunately well removed from the mill and yard, stood an old log The women and children were all huddled into this solid old structure, and the men remained outside of necessity, fighting away the fire. The log house was a literal haven of refuge. Everything else went, but the fire could not run through the green potato vines, and the solid walls resisted the waves of sparks and flame that rolled up against it. Boyle & Laird's loss will be quite heavy, as the transfer of the property to Wisdom had not been fully completed. Three deer and two rabbits came out of the woods and took refuge among the people at the log house. This morning one of the deer was killed for food and the other two were allowed to go.

Refugees at Duluth. DULUTH, Minn., Sept. 2.-This city is a refuge to-night for hundreds of survivors of the great forest fires. A train bearing nearly six hundred who escaped from Hinckley reached Duluth at 9:20 last night. At 2:45 o'clock this morning the first relief tram sent down the line by the St. Paul & Duluth arrived with about three hundred settlers, and probably two hundred more came in on the second St. Paul & Duluth relief train, which left here at 5 o'clock this morning and returned at 12:30 this afternoon. The refugees presented a most pitiful sight. All were poor people, few of the men had hats or coats, the women were not more fully clad. Women with bables were there, accompanied by from two to five other tots, homeless and friendless, except for a charitable public. Many such were without husbands, as the latter remained to see if something could not be saved. In the grimy, soot-covered crowd were many children without parents.

RELIEF FOR THE STRICKEN.

St. Paul and Other Places Respond Nobly and Promptly.

ST. PAUL, Sept. 2.-St. Paul was quick to respond to the needs of the stricken people. In an incredibly short space of time \$4,000 worth of provisions and supplies were raised. Beginning at noon, one bakery firm alone turned out 2,307 loaves. The supplies were speedily hauled to the depot to be carried out in special trains to the stricken people. General Wesley Merritt, in command of the Department of Dakota, United States army, issued orders for hospital supplies, tents, etc., for the use of the survivors. The special relief train left here at 3:30 in charge of D. H. Moon and Jule H. Perwell, prominent merchants. The roads leading through the burned district-the St. Paul & Duluth. the Omaha and the Eastern Railway of Minnesota-did not attempt to send out their regular trains to-night. One Omaha conductor stated that near Baronette, Wis., he saw twenty-five human bodies, victims of the fire. It was also reported Omaha headquarters that seventy houses at Shell Lake, Wis., had been swept away by the flames. The people of Ruch City and Pine City have also responded nobly to the call for relief. The citizens of the latter place have utilized the schoolhouse, courthouse, churches and private residences for the purpose of giving food and shelter. The relief that is needed is clothing and food, also money to rebuild, as the people have absolutely noth-

Governor Nelson, Mayor Smith, of St. Paul, and Mayor Eustis, of Minneapolis, have all issued proclamations calling on the people for help. Anything in the line of provisions, clothing or money will be very acceptable, as the need is very great. All the churches in this city, as the relief societies, have been throwing open their places for contributions and several responses have been received.

IN MICHIGAN.

Several Towns in Danger of Destruction by Fire.

BAY CITY, Mich., Sept. 2.-Forest fires are raging throughout Tuscola county, doing great damage. At Gagetown people have plowed around building to keep them from burning. Unless rain is sent soon nothing but a miracle can save the town. Michigan Central engineers who have been running on the Mackinaw division of the road for years say that the present forest fires are the worst the people of that part of the State have ever seen. Miles of swamp in the vicinity of Pinconing have been on fire for days, and the marsh has been burned deep down. At Gladwin a crew is kept busy fighting fire that threatens to destroy the Michigan Central roundhouse and other buildings. Sleicher's camp, two miles out from Gladwin, on the railroad track, has been burned. The fire was so hot that every light of glass in the passenger coach of the evening train which was passing was cracked. Around Bay county the firmes seem to be dying out. The air became free from smoke to-day for the first time in two weeks.

Passenger Train in Danger. MARQUETTE, Mich., Sept. 2 .- Much apprehension exists here regarding the whereabouts of a passenger train which left Duluth yesterday afternoon, and was due here at 4:45 a. m. to-day. Two hundred miles of its run lies through the fire-swept burned both in front and behind the train. thus cutting off escape. Wires are working east of Ewen, and up to that point little damage has been done except to tim-

Fighting Dangerous Fires. MARQUETTE, Mich., Sept. 2.-The westNever Experiment

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with the food. Good health is too important to permit experiments with new, cheaply made, crude, alur baking powders. Only baking powders thoroughly tested and proven by long, practical use to be perfectly pure, reliable, and wholesome must be permitted in our food. There is no experimenting when Royal Baking Powder is used. Royal has been the standard baking powder for a third of a century, and its reputation is established as the perfect leavening agent. It is always uniform, never fails in its work, makes food more palatable and wholesome, and, because of its great leavening power, is the most economical of all the leavening agents.

The U. S. Government Chemist says: "Royal Baking Powder is undoubtedly the purest and most reliable baking powder offered to the public." The Canadian Government Chemist says: "Royal Baking Powder is pure, 23 per cent. stronger, and far superior to all others."

ROYAL BAKING POWDER CO., 106 WALL ST., NEW-YORK.

Atlantic road is crippled by the loss of REAR-END COLLISION resentative at Pekin, Of course he bridges in forest fires. Several other roads bridges in forest fires. Several other roads have suffered serious loss. Reports from all the lumber towns between Nestoria and the Wisconsin State line are that all are safe so far, but many are fighting fire dangerously near. At Ewen many people have loaded their effects on a train, which the South Shore officials are keeping ready to move out if necessary, and some small buildings in the outskirts have been burned. The smoke is still heavy here, and the fog

IN WISCONSIN.

whistles are sounding.

Bashaw and Other Towns Burned-

Loss Heavy. EAU CLAIRE, Wis., Sept. 2.-Wires to points on the Chicago, St, Paul, Minneapolis & Omaha road have been down since last night and information of the situation up north is still lacking. The last train from the north on the Omaha road reached here at 5 o'clock Saturday afternoon, and no trains have gone out or in except a wrecking train sent to Eau Claire early this morning. Railroad men say the whole region from Cartwright to Bashaw and Haughen has been on fire since yesterday afternoon. Bridges are being burned down and no one knows when trains will run. Many people here are alarmed for the safety of friends and relatives who are blockaded at northern points. The Omaha train arrived here at 5 p. m. yesterday. When it came through Bashaw it took twelve men, women and children from the burned village to Rice Lake, the conductor backing the train up to Bashaw to get the refugees after he had run through without stopping. The Northwestern Lumber Company has reports of fresh fires breaking out along the Eau Claire river. A member of the company said to-day that already 50,000,000 feet of pine had burned on the Eau Claire, and he did not believe there would be a green tree left when rain came. One of the Eau Claire owners of the Barronnette Lumber Company plant says the loss there is \$250,000. Every effort is being made to get details from the

Loss Will Reach \$1,000,000. ASHLAND, Wis., Sept. 2.-As a result of the forest fires Saturday and Sunday \$1 .-000,000 can be added to the amount of loss occasioned this season. It is doubtful if \$1,-000,000 will cover the entire loss when the damage to the standing pine and logs is estimated. Washburn had a narrow escape from total destruction. It was only by the most heroic efforts that a second thriving north Wisconsin city was saved from the flames. It still stands in a precarious condition, with smoldering fires all around it. A dispatch from Brule, out on the Northern Pacific, says that the scene is dark and smoky. Sawmills have been shut down ar men remain on duty all night fighting fire. High Bridge and Marengo are reported to be in great danger.

At Washburn a spark from a forest fire south of town alighted in one of the piles of lumber on the dock and soon all was a mass of flames. It gained headway so rapidly in the strong gale that was blowing that it was impossible to get to work in time to keep the flames from spreading to Bigelow's docks. Bigelow & Co. have four docks. The flames leaped from one dock to the other with the rapidity of a race horse. Firemen immediately directed their attention to saving Bigelow & Co.'s mammoth mill. This was done by tearing down the tramways connected with the mill. The firemen fought almost like demons and risked themselves in every position in order to save the property. In spite of their good work, however, the losses will be very heavy.

Broke Out Afresh.

GRANTSBURG, Wis., Sept. 2.-The fires that have been burning near here for the past month broke out fresh this morning and the entire male force of this place was called out to prevent it from burning the village. The usual Sabbath services were dispensed with and church members fought fire like demons. The Council had taken precautions and hired a crew of men to watch the city. Heavy fires west of the St. Croix river raged last night and have destroyed millions of feet of standing pine, also loggers' outfits, and hundreds of oxen have fallen prey to forest fires. The hay crop is almost entirely destroyed.

1.300 People Homeless. SPOONER, Wis., Sept. 2.-The most disastrous forest fires in the history of the county are raging. In Baronnette only one roof stands, the remains of a prosperous lumbering village of 1,000 inhabitants, with a total loss of \$250,000. Only one life is jost. At Shell Lake fifty-two dwellings were burned, rendering three hundred people homeless. Many escaped with only the clothes on their backs, and insurance practically nothing. Many farmers report a total loss of everything. Railroad bridges are burned and telegraph wires are down.

Surrounded by Fire.

CADOTT, Wis., Sept. 2.-The village is surrounded by fire ten rods from the depot on the south and west. The condition is district, and it is feared bridges have been | serious. A steamer from Chippewa is working. Hundreds of people were fighting the fire all day. Many families and merchants have moved out. The fire is being checked a little on the west side of the town.

La Bretagne in Port. NEW YORK, Sept. 2-Arrived: La Breern division of the Duluth, South Shore & | tagne, from Havre.

TWO MEN KILLED ON THE WEST JERSEY RAILROAD.

One Excursion Train Ran into Another-Fifteen Electric Car Passengers Injured at Darby, Pa.

CAMDEN, N. J., Sept. 2.-A fatal rearend collision occurred to-night at 7:30 on the West Jersey railroad at Seventh and Van Hook streets, this city. The Atlantic City excursion train had just passed a signal tower, where it had been stopped and then given the white signal to go on, when the Ocean City excrusion train came in view and mistook the white signal intended for the Atlantic City train as being for them. The engineer did not discover his mistake until too near the train in front of him to stop. His engine plowed through the rear coach, killing Thomas Carter, forty years old, of No. 533 Glenwood avenue, and Edward H. Vanlien, of 22 High street. Trenton. Though both were killed almost instantly, no one else in the car was seriously injured. Nearly everybody re-ceived bruises of greater or less severity, but they were not sufficiently hurt to necessitate sending them to a hospital.

Explosion of Powder.

ASHLAND, Pa., Sept. 2.-An explosion occurred to-night in the barrel house at the Anthracite Powder Company's plant, near Locustdale, demolishing the building and damaging two other structures. The valuable timber in the neighborhood was ignited, and is now burning fiercely. It was feared that the other buildings which are in close proximity will be ignited, exploding the powder they contain, and the crowd which gathered has been advised to keep at a safe distance. The building already destroyed contained one hundred kegs of powder, and the cause of the explosion is

a mystery. Fifteen Persons Hurt.

CHESTER, Pa., Sept. 2,-Fifteen people were injured in a collision between trolley cars at Darby to-day, the accident being caused by a gripman losing control of the brakes in going down hill. John Friday, of Philadelphia, has his spine injured; John Sweeney, of Pascallville, had his leg penetrated by a piece of wood, and Thomas Latimer, of Philadelphia, had both legs broken. Most of the passengers escaped by jumping, but sustained flesh wounds, cuts

DOUBLE CRIMES.

A Michigan Lover Wounds His Sweetheart and Kills Rimself.

REED CITY, Mich., Sept. 2 .- This city was thrown into excitement last night by the suicide of Edward P. Rice, of Manton, and a previous attempt by him to murder Lizzie Knute, a young woman residing here. Rice came here from Manton last night to visit Miss Knute. The girl objected to his coming, but went walking with him a short distance. Rice wanted to continue to walk further, but she refused. Rice then shot at her three times. One bullet struck her cheek bone, passing downward through her neck. Her companion then shot himself through the head and died unconscious two hours later. The girl's recovery is doubtful. Rice had said previously that he "could not live without

Shot His Wife and Himself." ST. LOUIS, Sept. 2.-Reproached by his wife Elizabeth, to-night, for his failure to properly provide for his family, Henry Loesche, in a fit of anger, shot the woman four times, the bullets lodging in her head. shoulder and arm. Loesche then shot him-self twice in the left breast, cut his arm twice with a razor and cut his throat. Both are at the City Hospital in a dying condi-

A Rejected Suitor's Deed. PHILADELPHIA, Sept. 2.-Jane Finley. aged twenty years, was shot to-night three times by Matthew Dunlap, twenty years old, her rejected lover. Duniap met the girl on the street in Germantown and shot her once in the breast and twice in the back. Miss Finley is in a critical condition. Dunlap escaped.

ABOUT YOUNG DENBY.

Possibility that the Chinese Ministry Will Go from Father to Son. Washington Post.

An interesting story comes from Evans-ville, Ind., to the effect that we are likely to have a new minister to China. Col Charles Denby, present representative at the court of Pekin, has been there almost ten years. As a diplomat he is a distinguished success. Early in his official life he gained the confidence and respect of the great Chinese Premier and Vicerov Li Hung Chang, and to-day he is the most popular of all the foreign representatives at the imperial court. But Colonel Denby s no longer in his youth. He would be glad to come home and enjoy his well-won ease, if he can be succeeded by the person he thinks best qualified to be his successor. And that is his son, Charles Denby, jr., now secretary of legation at the Chinese

When Colonel Denby was appointed American minister to China he asked that his son be made secretary of legation. Young Charles Denby had just graduated from Princeton, and was about beginning the study of law. But he promptly acceded to his father's wish and went out to China On his arrival he began to study Chinese, not only the vernacular or every-day speech of the people, but the court language as well. Ten years of close, hard application have made him one of the two or three Europeans in the diplomatic service who are proficient in both tongues. In fact, so well does he understand the court language that our legation does not require an interpreter in its ordinary business with the Chinese Foreign Office. He is also very much a persona grata at the palace, as his father is. When President Harrison came into office Li Hung Chang instructed the Chinese minister here to say that the Emperor would be personally gratified if Col. Denby could be continued as American rep-

If Charles Denby can be named as his father's successor, Colonel Denby will probably resign next June. The Indiana delegation-so far as it has been consultedwill not object to the appointment, and as Secretary Gresham and the elder Denby have been friends from their youth and served together as colonels of Indiana regiments in the same divisions in the late war, it is probable that the head of the State Department will favor the promotion of his old friend's son, especially as he seems well fitted for the place. In any event, Charles Denby, jr., will come nome in the spring, for he is to marry Miss Martha Orr, of Evansville, when

the roses bloom. Miss Orr made the tour around the world with ex-Secretary and Mrs. John W. Foster, and gave her lover charming surprise on her arrival at Pekin, when young Denby did not know she was within 8,000 miles of the Chinese capital. When Mrs. Cleveland was told this story she announce. herself as warmly in favor of Mr. Denby's promotion. And so he may get the place in spite of his

CORBETT IS WILLING.

He Will Meet the Sioux City Sports This Week.

NEW YORK, Sept. 2.-Champion Corbett is here. Regarding the Sloux City Athletic Club's offer, Corbett said: "I am willing to fight Jackson in Sloux City and will meet the club's representative any day this week. The \$5,000 sent on from Sioux City is a pretty good indication of the club's solidity. My part of the stake money is still up, and I don't care to trouble it so long as there is a possibility of a fight. I shall name no conditions which will bother the club. The purse can be guaranteed by responsible men or put up in a bank subject to the referee's orders. I only hope the fight can be pulled off."

Offer from England. LONDON, Sept. 3 .- The Sporting Life today says it is authorized to state that a purse of at least £2.000 sterling will be offered this week for a contest between Jack-

THURBER TALKS. Parrot-Like He Repeats What His

Chief Has Told Him. Washington Special.

"Where would our battlecry of tariff re-form be if the President had signed the bill?" inquired Private Secretary Thurber of a visitor who called to inform him that the House had adjourned without hearing from the President, and that the tariff bil would become a law at midnight. Mr. Thurber has not been generally considered a man of authority upon any ques-tion of public import, but he is sufficiently close to the throne to make his remark significant at this time. The Private Secre-President Cleveland's intentions before Congress met to-day, was very glib in his his chief refused to sign the measure stamped by him as the embodiment of party perfidy and party dishonor. "We were sent here to perform a miswere sent here to perform a mis-exclaimed Thurber, with a comic gravity that he intended to be tragic, "and that mission is tariff reform. We are here for the people's interests and not which Congress has passed would be interpreted as an approval of their work, and would be considered as an acknowledge-ment by him that tariff reform is finished. As it is now," said Mr. Thurber, still more seriously. "the country knows that the President is not satisfied and that he will

that his phonographic satellite has but re-peated the words talked into his cylinder. Blood Tells in Kentucky. Brooklyn Standard-Union. The betting in the Bluegrass battle is

never rest until it has redeemed the tariff

reform pledges of the platform upon which he was elected."

do better than this, and there is no doubt

President Cleveland himself could hardly

against Breckinridge, but the bloodshed so far is in his favor-and blood will tell in Kentucky as against money. A La Breckinridge.

Washington Post. It may become necessary for Mr. Vanderbilt to come home and run for Congress.

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